

**MEETING SUMMARY  
CITY OF CARROLLTON  
TRAFFIC ADVISORY COMMITTEE  
June 12, 2023**

**Committee Members Present**

Debbie Hughey  
Carlie Moe  
Casey McElroy  
James Day  
Austin Waugh  
David Yarbrough

**Committee Members Absent**

Charles Douglas  
Anika Chowdhury  
Anand Gandhi

**Staff Members and City Officials**

Tom Hammons - Engineering  
Carmella Flemming – Engineering  
John Romberger – Engineering  
Roger Wheeler - Engineering  
Andrew Palacios – Councilmember

1. **Call to Order**—Debbie Hughey called the meeting to order at 7:04 P.M.
2. **Approval of minutes for May 8, 2023 (Debbie Hughey)**  
The meeting Summary of the **May 8, 2023** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by James Day. Carlie Moe seconded the motion. All in favor. Vote was unanimous.
3. **Residential Streetlight Work Session (Roger Wheeler)**  
Roger Wheeler started the meeting by stating this is the second work session to discuss the implementation of an evaluation and prioritization process for Residential Streetlights. He reminded the committee that the City has not had a funding process for residential streetlights, therefore a prioritization process has never been established, but last November the Bond Election provided a total budget of \$500,000 for residential street light projects.

Roger Wheeler reiterated the historical street light spacing information based on the Streetlight Subdivision Ordinances Prior to, and after 1998, indicating the City of Carrollton reviews streetlight requests based off the standards they were designed and constructed under. Roger Explained that prior to 1998, subdivisions were constructed with seventeen (17) foot tall streetlight poles spaced between two hundred fifty (250) feet and five hundred (500) feet apart. After September 1998, an updated department policy was adopted that called for the use of twelve (12) foot tall streetlight poles spaced between one hundred seventy-five (175) feet and three hundred fifty (350) feet apart in all new subdivision developments.

Roger Wheeler explained that residential streetlights have not had dedicated funding throughout the years, so residential locations requiring additional lighting based on the current streetlight policy were noted for future projects. Roger reminded the committee that during the February work session, Table 1 showing unfunded streetlight locations of residential request received was presented and discussed, along with a map which identified all gaps in residential streetlights greater than 500’.

Roger Wheeler reviewed and explained the modifications of both Table 1A and Map 1 to address feedback and recommendations requested from the committee during the February work session. The modification included, locations with streetlight gaps of 500’ or less were removed from the updated Table 1, previously unranked locations with a gap greater than 500’ were added to Table 1, and all projects were designated by subdivisions. He further explained that any collector street outside of the subdivision was listed in a separate table, Table 2A.

In addition, project locations were noted if they were requested by citizens, adjacent to a park or schools, and the requested crime data from the Carrollton Police Department was incorporated into the tables and map. The Crime Heat Map provides the number of offences between November 2022 and April 2023. Also, the map was revised to include the missing survey data from the initial map and include newer developed areas in northern Carrollton.

Roger Wheeler expressed that ultimately the committee’s recommendations need to be quantified to develop a prioritization method to rank neighborhood streetlight projects. He identified and the committee reviewed and discussed five (5) variables that can be used to determine a benefit factor. Roger completed a review of Tables 1B & 2B to demonstrate the change in ranking using the modifications to the five (5) proposed factors.

Discussion amongst the committee members included, additional questions and examination of the information provided on Table 1B (Subdivisions with Spacing greater than 500’) and Table 2B (Collector Streets with Spacing Greater Than 500’), and determining the use and value of the recommended five (5) variables that can be used to derive a benefit factors. They discussed the approved Bond Funds of \$500,000, and the most efficient way to determine the use of the funds for the installation of residential streetlights.

TAC requested that staff develop a cost factor per project based on a full subdivision instead of an individual street within a subdivision.

Tom Hammons recommended that staff pull additional data, evaluate all the proposed information from TAC, and bring back a recommendation in September for a decision.

The consensus of the committee was to develop strong quantitative data to support the methodology of prioritization of residential streetlights, and was in favor of having staff collect additional information, develop cost factors per project, complete and test requested modifications to the weighing of factors as discussed by the committee, and bring back the additional information and resulting prioritization ranking to the September TAC meeting.

Mr. James Day expressed his opinion that a decision should be made prior to the September meeting.

#### **4. Signal Prioritization for Fiscal Year 2023 – 2024 (John Romberger)**

John Romberger stated that on an annual basis the Engineering Department Staff evaluates possible signal locations throughout the city, based on signal warrants in the Manual Uniform Traffic Control Devices MUTCD, as well as input from residents and City Staff.

These warrants utilize traffic and pedestrian volumes, delay, and crash data to assess the operational conditions of potential traffic signal locations. Staff collects traffic counts and evaluates crash data at each location. Once a location has met one of the eight signal warrants, a more detailed evaluation is conducted. He also explained when traffic signals are installed that are not justified or warranted, they can have an adverse effect on the overall safety, and delays at an intersection.

Potential traffic signal locations are prioritized using a point system that assigns values based on each of the signal warrants, intersection characteristics, number of correctable accidents over a three-year period, distance from an adjacent signal, and the proximity of a location to a hike and bike trail or railroad crossing. He explained each of the nine (9) traffic signal warrants established by the MUTCD, and the point values assigned to the warrants, along with addition points based on the type of streets that cross at a particular intersection as outlined by the Thoroughfare Plan.

John Romberger informed the committee that data being provided on Table A “Warranted Only Signal Locations” list represents a full warrant analysis for approximately half the locations including updated traffic volumes and accident data. He completed a review of the top twelve (12) locations on Table A, and provided additional information related to other locations continuing to be monitored by staff.

John Romberger advised the committee that as Carrollton reaches population build out in the near future, the need for new signals locations will diminish, and public demand for signals may be at locations such as the two referenced private driveway locations. Signal funds in the future may be used for both constructing new signals or rebuilding old locations, explaining that we currently have sixteen signals built before 1990 that are at the end of their functional life and need a complete rebuild, or major hardware upgrades.

Based on this information, staff recommends that signal funds be used to complete two signal rebuilds / reconstruction. The signals at the intersection of Crosby Road at Broadway and Kelly Blvd at Country Club are at the end of the functional life and need to be completely rebuilt during Fiscal Year 2023-2024.

Discussion amongst the committee members included, installation of a signal on Old Denton Road at the private driveways of Walmart / Kroger. The current traffic volumes and a new subdivision in the area of the Charles Ridge neighborhood and Warmington Drive at Plano Parkway may create the need for future signalization at the Warmington Drive intersection.

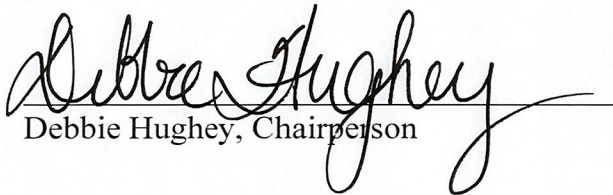
Carlie Moe made a motion to accept staff's recommendation to complete two signal rebuilds / reconstruction at the intersections of Crosby Road at Broadway and Kelly Blvd at Country Club during the Fiscal Year 2023 – 2024. Casey McElroy seconded the motion. All in favor. The committee voted 5-1 (James Day opposed, Charles Douglas, Anika Chowdhury, and Amand Gandhi absent) in favor.

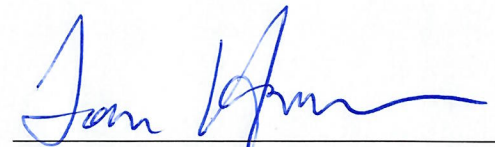
**5. Other Business (Debbie Hughey)**

Tom Hammons introduced Councilmember Andrew Palacios as the council liaison for the Traffic Advisory Committee. Tom Hammons announced that based on the information collected from tonight's meeting, staff will work on the streetlight data and bring that back in September with a recommendation.

Casey McElroy made a motion to adjourn. Carlie Moe seconded the motion. All in favor. Vote was unanimous.

**6. Adjourned** – Meeting adjourned at 8:28 PM

  
Debbie Hughey, Chairperson

  
Tom Hammons  
Transportation Engineer  
Division Manager